









The collection of wild animals at present being shown at West Point, attracted a good number of visitors on Saturday. The animals will be exhibited daily this week, except Saturday, from 10 a.m. to 10 p.m.

The steamer *Victoria*, which is to be one of the regular traders between Hongkong and Tacoma (Wash.) of the Northern Pacific Company, arrived to-day from Glasgow. The vessel was formerly known as the *Parthia*, and under the flag of the Canadian Pacific Company made some smart runs between this port and Vancouver. Since returning to Scotland, she has been in the hands of Messrs John Elder & Co., Glasgow, by whom she has been practically reconstructed, both with a view to the accommodation of passengers and the carrying of freight. From Messrs Dredwell, Onill and Co., the agents for the new line which has been doing a good cargo business since May, we have received a number of pamphlets and other documents, bearing upon the history, present condition and prospects of Tacoma, Spokane, Seattle and other growing cities of importance on the route of the Northern Pacific Railway. From these documents it may be gathered that brilliant prospects are held out to the capitalist wishing an investment for his money, and a multitude of interesting sights for the passing tourist.

Ten insurance on the property destroyed by the great fire at St. John's, Newfoundland, amounting to \$4,500,000, this sum being divided among twenty-one offices.

The S.S. Co's steamer *Palamedes*, which arrived at Singapore on the 10th inst., from Jeddah, had 283 pilgrims. Five deaths occurred during the voyage, and owing to a case of small-pox the vessel has been quarantined and the passengers landed at St. John's Island.

In the Netherlands India news of the *Singapore Free Press* the following paragraph occurs:—The Captain of the English steamer *Chilworth* committed suicide by shooting himself with a pistol during the trip from Batavia to Tjibajara, where the vessel recently arrived.

The proportion of males to females in the Straits Settlements is a little more than double, the census giving the numbers as 344,551 and 167,701 respectively. The total number of births registered last year, throughout the Colony, was 11,281, a number higher than has been registered in any year, except 1889.

Advises from Billiton bring word of the Norwegian sailing ship *Winning* standing on the south end of the Ockerly Bank near Pongapet Island about the middle of last month. The crew got away in three boats and arrived safely at Tanjung Pagar. Both vessel and cargo are a total loss.

By last advices from Sourabaya, at the end of the last month, the petroleum market there showed heavy depression. A lot of 55 to 40,000 tons of Russian oil offered for sale fetched 2.05 guilders a case, a rate lower than any quotation since the market there has also been depressed owing to heavy importations of that article from Bali.

The danger of circus-performing has once more been illustrated by the late befalling Miss Jessie Stewart, an acrobat belonging to Abell and Kitchin's Company, who slipped, the other day, from a ladder balanced by a Japanese, in the arena, at Sourabaya. She has died from the injuries received from the fall. Miss Stewart was 22 years of age.

The official liquidator of the Siam Electric Light Co. has paid £3,850 to the Brush Lighting Co., who have now to put the machinery into thorough repair before receiving the £10,000 which was the subject of the trial has been made the undertaking will probably be offered for sale by auction, and very likely taken over by the Government.

Another case of a lady voter claiming to vote for a member of Parliament—the third we have heard of during the recent General Election—is reported by a Stourport correspondent, who says a woman named Alma Pearce voted for Mr. Brynnon Jones at Westlitch district in the middle of Gloucestershire. She was on the register, and the presiding officer said he could not be made the judge of her sex. This presiding officer, like the one at Central Birmingham took, we believe, the correct view of his duty, whereas the official at the Clifton election who refused the vote of one Miss Riley, on seeing that Miss was a woman, was wrong. The presiding officer apparently has no discretion. It is his business to accept the vote of every person whose name is on the register, and if that person is disqualified by law to vote, the responsibility and the penalty are the voter's, not the returning officer's.

A LITTLE woman, seventy-six years of age, a negro, and formerly a slave, died at Liverpool on the 11th inst. in the British and African steamer *Cadaver*, from Monrovia, West Africa, for the sole purpose of visiting England and seeing Queen Victoria. Her name is Martha Anne Rix, and she is a widow. She was born in slavery in the United States, and when a few years old was bought by her father and taken by him to Liberia, West Africa. There the old lady has lived ever since, and from her earliest recollections she formed the intention of visiting England, and when she was a young woman, she was saved up for fifty years, and immediately she accumulated sufficient to pay for her ticket and a little to pay her way in England she started on her long journey. Mr. Alfred L. Jones, the head of the firm of Elder, Dempster, and Co., has interested himself in her mission, and is now endeavouring to get her an interview with the Queen. Mrs. Rix has made a quilt for presentation to Her Majesty. This is a white satin, on which are worked a representation of the coffee trees of Liberia, with the berries green, then turning ripe, and at last in full fruit. Her Rix speaks good English, and was quite delighted at having arrived in England. In speaking of the days of slavery she said: "Our only friend was England—and our mother the Queen—once we put our feet down in England we were free. We all loved England much, and we wanted to see her noble people and her Queen. We called her our mother, and call her mother now. I want to go to London and see the Queen. I know I cannot speak to her; but I hope to see her passing along, and then I will return to my farm in Liberia and be contented. The Lord told me I should see the Queen, and I know I shall."

Tax old-fashioned dance of the gavotte was introduced into a Flower Ball, recently given by Sir James and Lady Darnley at the Grand Hotel, of which was a gavotte danced by sixteen young men and maidens, who had been practising the same for some weeks.

Tax *Fitzing Gazette* reports to record the sudden death of Mr. H. H. Mitchell, late chief clerk in the Police Office, which occurred at about 10 p.m. on the 5th, in the Court of Requests. Mr. Mitchell was engaged in defending an action brought against him by his father, when suddenly he was taken by a tremor, which shook his whole frame, gave a few groans and apparently all was over with him. Medical assistance was immediately sent for, and Dr. Barton, who arrived shortly after pronounced life to be extinct. The deceased leaves a widow and five children, the eldest of whom is a daughter about eighteen years of age, for whom much sympathy is felt.

The latest electrical invention, says an American paper, is the new line which has been doing a good cargo business since May, we have received a number of pamphlets and other documents, bearing upon the history, present condition and prospects of Tacoma, Spokane, Seattle and other growing cities of importance on the route of the Northern Pacific Railway. From these documents it may be gathered that brilliant prospects are held out to the capitalist wishing an investment for his money, and a multitude of interesting sights for the passing tourist.

Tax semi-official *Fremdenblatt* of Vienna, in a leading article on the British election, refers to the elections of Lord Randolph Churchill, who has been elected to the House of Commons, and proceeds to inform his readers that the pending campaign, like that of 1885, will test the question as to whether Home Rule is to be granted or not. The writer says:—

Anglo-Saxons and Celts have since the memory of man been divided socially and religiously. Gladstone was the first who invited the English to yield, as far as possible, to these claims, and he thereby undoubtedly opened a new era for the two peoples. Anglo-Saxons and Celts have since been more cautious and more consistent with the development of the Empire generally. At all events, the Irish see there is no longer any question of the old national hatred against them in Great Britain, and that the only difference between the two parties is whether Home Rule is consistent with Imperial union and with the interests of the Anglo-Saxons residing in Ireland.

Yesterday afternoon, says the *Evening Gazette* of the 12th inst., Mr. Birch, who is now staying at the Government bungalow on the hill, on arrival at the foot of the hill, where he had ordered a pony to be sent to wait for him, found one of a party of five Dutchmen mounted on the animal. Mr. Birch, of course, immediately related the matter to the Acting Second Magistrate, and took him to Mr. Knijff, the Consul-General for the Netherlands, upon whose undertaking to be responsible for his appearance the next day, he was released. This morning Mr. Knijff, accompanied by the Consul, and his four friends, had an interview with Mr. Birch in chambers, when, we understand, an ample apology was tendered, by the party concerned, to Mr. Birch, and in consequence the matter was allowed to drop.

We are sorry to learn from this week's telegrams, says *Capital*, that the Chartered Bank of India, London, and China has been ordered to pay £25,000 to the Bank of Bayta, Craig & Co., of Bombay. This is a heavy blow after so many misfortunes to the good old bank, which has for so many years stood safely through the shoals and quicksands of Indian Exchange banking. It would be unfair to attribute the loss of the kind now reported to mismanagement. The amount seems large, but it must be remembered that the bills were drawn against produce, which, if it had existed, would have secured the bank at least a trifling loss. Allowing for 250,000 further reduction in the reserve fund, the capital would stand at £217,500, or a little over 217 a share. When we consider that, in addition, shareholders are liable for further £25 a share, it is perfectly evident that the bank is in a thoroughly solvent condition, and creditors need not have the slightest anxiety regarding it. What we more especially regret in connection with the loss above referred to is the fact that the bank is the victim of the condition of Eastern trade—a condition to which the frequent and violent fluctuations of exchange have no doubt largely contributed.

From the Returns compiled by Lloyd's Register of Shipping, it appears that, excluding warships, there were 447 vessels of 179,373 tons in the present construction in the United Kingdom at the close of the quarter ended 31st March, 1892. Comparing the present returns with those for the quarter ended 31st March, 1891, a decrease is observed in the tonnage of vessels under construction of nearly 65,000 tons. This decrease has taken place chiefly in respect of sailing tonnage, which, however, remains at the high proportion of nearly 19 per cent. of the work in hand. Considerably more than half the sailing tonnage now under construction is being built on the Clyde; about a quarter is distributed between the districts of Belfast, Leith and Liverpool; leaving only about 80,000 tons under construction at all the remaining shipbuilding ports of the United Kingdom. It is remarkable that of the very large total of 435,000 tons which is under construction on the North-East Coast, the sailing tonnage only amounts to about 10,000 tons, or under 2 per cent. A very noticeable falling-off from last year's figures is observed in the returns of vessels for the construction of which preparations are being made. At the end of March, 1892, there were reported 118 vessels of 223,770 tons in preparation; the present returns show 77 vessels of 123,343 tons, or not much over one-half the previous tonnage. In fact, the tonnage preparing is now less than it has been at any date since June, 1890. With the exception of that time, no less than 100,000 tons of the present high proportion of sailing vessels which has prevailed of late is more than maintained. It will be seen, in the vessels which are about to be put in hand.

Mr Sims Reeves has joined the teaching staff of the Guildhall School of Music and Drama, and will be formed for him there directly after Mr Joseph Barnby assumes the duties of Principal in September. The eminent English tenor some years ago, in the late Mr. West Hill's time, expressed his willingness to give his services upon certain conditions which could not be complied with; but all difficulties have been removed, and Mr Reeves will now become one of the chief singing professors of the school. His son, Mr Herbert Reeves, is already a professor of the same institution.

The following items are from the *London and China Express*:

The *Dallaqua* has left Gravesend, with £182,000 in bar silver for Higo, and £181,000 in Mexican dollars for Penang. The *Nankin*, having been replaced by the *Belcher* at Penang, will shortly be put off and add out of the *Service*. She is a 50-gun ship, and was built at Woolwich in 1851. In 1853 she was at the attack on Canton and at the storming of the Bogue Forts, her first lieutenant, at that time being the late Vice-Admiral Curran, and her captain the Hon. Keith Stowart.

That bulks, says a naval contemporary, should ever have been used as gun-decks is an enormous mistake, and the action of the Admiralty in replacing them by fighting ships was a great approval. Some of the vessels are already doing the duty at Portsmouth, Devonport, and Sheerness, and now the stationing of the *Belcher* at Penang is welcomed as a further step in carrying out the system. It is an excellent policy that the *Heracles*, *Warrior*, and *Minotaur* are to be sent to the Cape, and the *Belcher* to Penang, should ever have been used as gun-decks is an enormous mistake, and the action of the Admiralty in replacing them by fighting ships was a great approval. Some of the vessels are already doing the duty at Portsmouth, Devonport, and Sheerness, and now the stationing of the *Belcher* at Penang is welcomed as a further step in carrying out the system. 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## Mails.

**NORDEUTSCHER LLOYD.**  
NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUER, PORT SAID,  
BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGERS.  
N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON THURSDAY, the 25th day of August,  
1893, at Noon, the Company's S.S.  
ODENBURG, Capt. H. G. GARDNER, with  
MAILS, PASSENGERS, SPECIE, and  
CARGO, will leave this port as above,  
calling at Genoa.

Shipping Orders will be granted till 5  
p.m. on the 24th August, Cargo will be  
received on board until 10 a.m. Specie and  
Parcels until 8 a.m. on the 25th August.  
(Parcels are not to be sent on board, they  
must be left at the AGENT'S Office). Con-  
tents of Packages is required.  
The Steamer has ample accommodation  
and carries a Doctor and Stewardess.  
For further Particulars, apply to  
MEYER & CO.,  
Agents.

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.  
Belgia.....TUESDAY, Aug. 30.  
Oceanic.....TUESDAY, Sept. 20.  
Gaulois.....TUESDAY, Oct. 11.

THE Steamship BELGIC will be  
despatched for San Francisco, via  
Yokohama, on TUESDAY, 30th August, at  
1 p.m., connection being made at Yokohama  
with Steamers from Shanghai and  
Japan Ports.

**RATES OF PASSAGE**  
FROM HONGKONG, FIRST CLASS.  
To San Francisco, Vancouver,  
Victoria, Esquimaux, New  
Westminster, Port Town-  
send, Seattle, Tacoma, Port-  
land, O., .....\$225.00  
To Liverpool and London .....\$325.00  
To Paris and Bremen .....\$345.00  
To Havre and Hamburg .....\$355.00  
Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND  
CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Nebr., .....\$25.00		
St. Louis, Mo., .....\$25.00		
St. Paul, Minn., .....\$25.00		
Chicago, Ill., .....\$25.00		
Milwaukee, Wis., .....\$25.00		
Cincinnati, Ohio, .....\$25.00		
Columbus, Ohio, .....\$25.00		
Cleveland, Ohio, .....\$25.00		
Toronto, Canada, .....\$25.00		
Pittsburgh, Pa., .....\$25.00		
Buffalo, N.Y., .....\$25.00		
Albany, N.Y., .....\$25.00		
Washington, D.C., Balti- more, Md., .....\$25.00		
Montreal, Canada, .....\$25.00		
Philadelphia, Penn., .....\$25.00		
New York, .....\$25.00		
Boston, Mass., .....\$25.00		
Portland, Maine, .....\$25.00		

All the above Rates are in Mexican  
Dollars.  
Special rates (first class only) are granted  
to Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Passengers by this Line have the option  
of proceeding Overland by the Southern  
Pacific and connecting Lines, Central Pacific,  
Northern Pacific or Canadian Pacific  
Railways.

Return Tickets.—First Class.—Prepaid  
return tickets to San Francisco will be  
issued at following rates:—  
4 months .....\$37.50  
12 months .....\$50.00

Time is reckoned from date of issue to  
date of re-embarkation at San Francisco.  
Passengers, who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

All Parcel Packages should be marked to  
address in full; and same will be received  
day the Company's Office until 5 p.m. the  
at previous to sailing.  
Consular invoices to accompany Cargo  
declared to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office, addressed to the Col-  
lector of Customs, San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 73, Queen's Road Central,  
J. S. VAN BUREN,  
Agent.

Hongkong, July 30, 1893. 1819

**RAMBLING THROUGH SOUTHERN  
FORMOSA.**—By Mr. G. TAYLOR.  
This Article, which has been reprinted  
from the China Review, contains one of the  
best Sketches of Formosa Life yet written.  
A few roughly-executed Woodcuts are  
included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE,  
CRAWFORD & Co., and Messrs. KELLY &  
WATSON, Limited, Hongkong; also, Mr. N.  
MOORE, Amoy.

## Intimations.

**WING HONG,**  
TAILOR, DRAFTER & OUTFITTER,  
Has Just Received

**A LARGE ASSORTMENT  
OF NEW STYLES OF GOODS  
FOR SUMMER WEAR.**

All kinds of  
CLOTHES  
MADE AND PERFECT FIT GUARANTEED  
AT LOWEST PRICES.  
Please make a call.  
68, QUEEN'S ROAD CENTRAL. 1100

**NOW READY.**

PRICE, .....\$1.50.

**UP THE YANGTSE,**

with

**SKETCH MAPS.**

THE YANGTSE GORGES AND RAPIDS IN HUPEI.

The Yangtze Gorges and Rapids in Hupei.

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## Intimations.

**THE MIKE COAL MINING  
COMPANY.**

THE MIKE COAL is a bituminous  
Coal of dark reddish colour. For  
Steam purposes, it has been pronounced to  
be the best and the most economical of  
all the JAPANESE COALS.

Its export is increasing yearly, and the  
opinion expressed by several of the  
LARGEST STEAMSHIP COMPANIES is in testi-  
mony of the EXCELLENT QUALITIES of THIS  
COAL.

Attention is called to the following  
ADVANTAGES to Shipowners and Captains,  
who Coal their Boilers direct from the  
Underground:—  
Freshness of the Coal.  
Uniformity of quality.  
Freedom from impurities.  
Supply in any quantity on shortest notice.  
Quick despatch.  
Best of weight, etc., etc.

MIKOSHI BUNSAN KAISHA.

Sole Agents.

Hongkong, July 23, 1893. 1273

**NOW PUBLISHED.**

**BUDDHISM: ITS HISTORICAL,  
THEORETICAL AND POPULAR  
ASPECTS.**

BY REV. J. W. MITCHELL, Ph.D., Tutoring  
Third Edition.

Revised, with ADDITIONS.

Price, .....\$1.50.

LANE, CRAWFORD & Co.

**SANTAL-MIDY.**

The pure essence of Santal ob-  
tained by Midy's process from the  
best Mysore wood.

**SANTAL-MIDY** entirely differ-  
ent from the Santal of the Indian Bazaars,  
is superior to Copoba, Cubob, or  
injections, and free from all bad  
smell or other inconveniences.

**SANTAL-MIDY** cures all dis-  
eases of the urinary organs in either sex  
in 48 hours.

**SANTAL-MIDY** is contained  
in capsules, each of which  
bears the name of MIDY.

**SANTAL-MIDY** is contained  
in black tubes, without which  
which none are genuine.

**SANTAL-MIDY** Beware of  
All other Capsules or mixtures  
contain impurities, resins, oils,  
&c., and are worse than useless.

**SANTAL-MIDY** is sold by all  
medicines dealers throughout the  
world.

Paris: B. Rue Vivienne, 8.

For Sale by A. Watson & Co., Chemists.

**SHARE LIST.—QUOTATIONS.—August 15, 1893.**

Stocks	No. of Shares.	Value.	Paid- up.	Closing Quotations, Cash.
Hongkong and Shanghai Bank Corp. New Issue.	20,000	125	all	75 % prem., nom.
Bank of China, Japan and Straits, Ltd.	99,875	10	1	115 %
Bank of India, Ltd.	1,250	1	1	120
National Bank of China, Limited.	5	10	6	10 % dia., sellers

## MARINE INSURANCES.

Japan Insurance Office Co., Ltd. 10,000

Japan Fire Insurance Co., Ltd. 24,000

North-China Insurance Co., Ltd. 5,000

Straits Insurance Co., Ltd. 30,000

Union Insurance Society Co., Ltd. 10,000

Yangtze Insurance Association, Ltd. 8,000

China Fire Insurance Co., Ltd. 20,000

China Fire Insurance Co., Ltd. 20,000

Straits Fire Insurance Co., Ltd. 20,000

Fire and Marine Insurance Co., Ltd. 40,000

H'kong & Whampoa Dock Co., Ltd. 12,500

China and Manila S. S. Co., Ltd. 5,000

Yonghai Steamship Co., Limited. 20,000

Indo-China S. S. Co., Ltd. 30,000

Indo-China S. S. Co., Ltd. 30,000

China Mutual S. S. Co., Ltd. 20,000

Do. (new issue). 20,000

Johns River Insurance Co., Ltd. 15,000

Union Sugar Company, Limited. 7,000

Wheeler & Co., Ltd. 20,000

Wanchai Warehouse and Storage  
Company, Limited. 2,400

LAND AND BUILDING  
Hongkong Land Investment and  
Agency Company, Limited. 50,000

Kowloon Land and Building Com-  
pany, Limited. 1,800

Humphreys' Estate and Finance Co.,  
Limited. 12,500

West Point Building Co., Limited. 12,500

H.K. High-Land Tramways Co., Ltd. 1,200

Jalebo Mining & Trading Co., Ltd. 4,500

Panjoon Mining Co., Ltd. 20,000

Selama Tin Mining Company, Limited. 15,000

Societe Francaise des Charbon-  
nages du Tonkin. 8,000

The Balmoral Gold Mining Co., Ltd. 15,000

New Insurance Mines, Limited. 17,500

Saint Synchronic. 100,000

Societe Francaise des Houilleres  
de Touraine. 5,000

PLANTING, ETC.  
China-Borneo Company, Ltd. in Lih. 7,500

H. G. Brown & Co., Limited. 6,000

Austin Arms Hotel and Building  
Company, Limited. 4,000

Hongkong Hotel Company, Ltd. 6,000

DISPENSARIES.  
A. S. Watson & Co., Limited. 50,000

Dakin, Crickhead & Co., Ltd. 50,000

LIQUOR.  
H.K. and China Gas Co., Limited. 5,100

New Shares.  
Hongkong Electric Co., Limited. 30,000

Green Island Cement Co., Ltd. 20,000

Hongkong Brick & Cement Co., Ltd. 4,000

TRADING COMPANIES.  
Hongkong Trading Company, Limited. 20,000

Gampell, Moore & Co., Limited. 1,200

Geo. Patrick & Co., Limited. 6,000

Hongkong Bakery Company, Ltd. 600

Hongkong Dairy Farm Co., Ltd. 3,000

Hongkong Lo Company, Limited. 5,000

H'kong Rope Manufacturing Co., Ltd. 3,000

\* Founder's shares

LOANS.  
Chinese Imperial 1384 \$1,564,700.14 \$500

1883 \$1,767,200.14 \$500

Hongkong Hotel Mort-  
gage Debentures. 1890 \$400,000.00 \$500

DEBENTURES.  
HONGKONG HOTEL MORT-  
GAGE DEBENTURES. 1890 \$400,000.00 \$500

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Police's Wharf.  
6. From Police's Wharf to the Yard Yard.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From Kaitai's Island to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

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1. From Green Island to the Gas Works.  
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